

EXAMINER'S AMENDMENT

An examiner's amendment to the record appears below. Should the changes and/or additions be unacceptable to applicant, an amendment may be filed as provided by 37 CFR 1.312. To ensure consideration of such an amendment, it MUST be submitted no later than the payment of the issue fee.

Authorization for this examiner's amendment was given in a telephone interview with Mr. Kelmachter on 2/20/11.

The application has been amended as follows:

Amended claim 34 appears as below.

34. A system for generating accessory power from a gas turbine engine, said system comprising:

a sensor detecting torque change on a shaft between a gearbox and an accessory drive to indicate a power demand change;

a full authority digital engine control device;

means for supplying a signal indicative of said sensed torque change from said sensor to said full authority digital engine control device;

means for supplying bleed air from said engine during a transient state in response to said sensed torque changes; and a pneumatically operated means for receiving said bleed air and for generating shaft power to operate equipment onboard an aircraft and to reduce

demand for shaft power from a rotor drive shaft of the engine, thereby increasing stall margin available to a high pressure compressor of said engine.

Amended claim 31 appears as below.

31. A system according to claim 34, wherein said pneumatically operated means comprises a bleed air turbine and further comprising a generator driven by said air bleed air turbine for supplying power to at least one system onboard an aircraft.

Claims 28, 29 and 33 have been canceled.

Amended claim 20 appears as below:

20. A system for generating accessory power from a gas turbine engine, said system comprising:

a means for sensing torque change on a shaft between a gearbox and an accessory drive which is indicative of a power demand change;

a full authority digital engine control device;

means for supplying information about said sensed torque change to said full authority digital engine control device;

means for supplying bleed air from said engine during a transient state in response to said sensed torque changes; and

a pneumatically operated means for receiving said bleed air and for generating shaft power to operate equipment onboard an aircraft and to reduce demand for shaft power from a rotor drive shaft of the engine, thereby increasing stall margin available to a high pressure compressor of said engine.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Tien Dinh whose telephone number is 571-272-6899. The examiner can normally be reached on 12-8.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Tim Collins can be reached on 571-272-6886. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Tien Dinh/
Primary Examiner, Art Unit 3644